

SHIP TONNAGE IN 1920 WILL TOTAL 19 MILLION TONS

Senator Ransdell Makes This Assertion Before Senate Today.

OPPOSITION TO GOV'T SUBSIDY

Shipping Board Will Own Half Ocean Going Tonnage Merchant Vessels.

Washington, Feb. 24.—Discussing the American merchant marine problem in the senate today, Senator Ransdell, of Louisiana, predicted that within a few months the shipping board would own half the ocean-going merchant vessels in the United States. Over \$500,000,000 in new ship construction in this country would have increased the total tonnage under the American flag to approximately 19,000,000 tons.

"These figures," the senator said, "lead to the conclusion that from the quantitative point of view, looking only at the objective of securing an adequate amount of tonnage under our flag commensurate with the maritime interests of the United States, the problem of the American merchant marine is solved."

Of the predicted 19,000,000 tons, the Louisiana senator estimated 14,525,000 tons would be owned by the Shipping Board. As the authority of the board to operate vessels expires by limitation six months after the formal proclamation of peace, he said, it was essential that legislation be provided whereby the operation may be continued.

Stating his opposition to a government subsidy, Senator Ransdell outlined three possible solutions of the merchant marine problem as follows:

First, complete government ownership and operation of all ships, docks, wharves and terminals, on the same principle under which Rumania and Belgium operated their shipping before the war; second, ownership and operation through a public corporation controlled by the government, under the same method by which the war department operated the Panama Railroad and Steamship Co.; third, government ownership of the vessels and the employment of private agencies for their operation.

The strength of the merchant marine, however, he emphasized, "lies in the number of trained, alert, resourceful, shipping men whom it can call to its service, on whose watchful, persevering and competent work the success of a shipping venture depends."

LOOKING FOR EARLY PEACE

This Thought Has Seemed to Become General in Paris.

Paris, Feb. 24.—(By the Associated Press)—Present indications are that nothing regarding the responsibility for the war, beyond a declaration of general principles, will be included in the preliminary treaty of peace. The special commission considering the liability of either governments or individuals to punishment has worked in great secrecy and has heard arguments on every side of the problem from experts in international law, but it is gathered that the only result that can be expected in time for incorporation in the peace treaty is an expression of opinion on the general principles that may be applied to the cases so far considered.

The atmosphere around the Peace Conference has changed remarkably in the last few days. The deliberation and caution which marked the proceedings of importance have given away, and even the most conservative delegates are being carried forward at a great pace. Talk of early peace has become general.

President Wilson, before he left France, urged the American commissioners to spare no exertion to bring the conference to a conclusion, but the actual directing force toward that end has been from Clemenceau, who, even while reclining in his easy chair suffering from the wound given him by a would-be assassin, has summoned the premiers of four other Great Powers to his side in order to impress upon them the need for hastening the great work in their hands.

VILLA THREATENS TO WRECK MINES

On March 1 If Tribute of One Million Is Not Paid.

El Paso, Sunday, Feb. 23.—American mining and smelter men continue to arrive at this border from the interior of Mexico, fearing Francisco Villa will carry out his threat to wreck all American owned mines and mills and kill Americans unless a tribute estimated at \$1,000,000, gold is paid by the big American companies operating in the north of Mexico.

March 1 was the date set by Villa for carrying out his threat. Many properties are being closed. This demand was made on the Madera Lumber Co., an American-Canadian corporation, as well as upon several other companies, including the American Smelting and Refining Co.

The demands for tribute were delivered to the American mining men here by an American mining man who was held prisoner by Villa and released for that purpose.

London, Feb. 24.—Habibullah Khan, the Amir of Afghanistan, was murdered on February 20, according to an official announcement made here today.

PRESIDENT WILSON IS BOSTON'S GUEST HAVE SEIZED TEN MORE I.W.W.'S

City Extends Great Welcome to Chief Executive on Arrival.

COULD REMAIN BUT FIVE HOURS

Seven Thousand Hear Address Delivered in Mechanics Hall.

Boston, Feb. 24.—President Wilson landed at Commonwealth Pier at 11:42 a. m.

Returning to the city from his history-making mission abroad, the President, accompanied by Mrs. Wilson, was transferred in the lower harbor from the steamship George Washington, escorted by aircraft, submarine chasers, torpedo boat destroyers and a flotilla of committee boats, reached the landing place on board the naval cutter Ossipee.

The President looked as if the journey had agreed with him physically. He appeared vigorous and alert, his step was brisk and his features showed rather more than a trace of sea sickness.

Chairs from the throng assembled at Commonwealth Pier greeted him as he stepped ashore. In the great shed of the pier built by the state and taken over by the navy department during the war as a housing place for recruits, were assembled hundreds of state and city officials, legislators, representatives of the federal government and a committee of women appointed to receive Mrs. Wilson.

Fifty senior officers of the army, navy and state guard under command of Colonel Thomas W. Griffith, formed a guard of honor at the pier. They stood in a double line on the lower deck of the pier and President Wilson and his party passed through their ranks as he stepped ashore. After saluting the guard, the President, through a flag-decorated canvas passage, and then by elevators to the street floor where the main welcoming throng was waiting.

The reception was of an informal character. Mayor Peters, who had invited the President, chose Boston as his homecoming party, making the presentations. Prominent among those who came with the President from France and disembarked here were David R. Francis, assistant secretary to the navy, and Mrs. Roosevelt and Rear Admiral Carey T. Grayson, the President's physician. President Wilson's reception in Boston today was characterized by those who traveled with him through Europe as being fully as demonstrative as any he received in England, France or Italy.

After leaving the pier, the parade passed through the extension of Summer street, a manufacturing and wholesale district where the employees lining the windows and the roofs gave the president a noisy welcome. Farther along at Dewey Square the first big crowd was encountered, and the noise was correspondingly increased.

As the head of the parade passed the intersection of Washington, Summer and Winter streets, the pressure on the guards became so great that the line threatened to break. The guard held firm, however, and the way was kept open for the presidential cars.

At the head of Winter street, entering Tremont, the President got his first view of masses of humanity banked on the common and in front of the state house, where the reviewing stand was placed. Passing the famous Huntington Corner and up the steep incline of Park street, the President heard a roar of welcome from thousands.

Less than half an hour was consumed by the greetings. As soon as the presentations were completed the presidential party entered automobiles and headed a parade across the city through streets lined throughout the two-mile route with double ranks of soldiers and sailors and banked with cheering thousands.

In the car with President and Mrs. Wilson were Governor Coolidge and Mayor Peters. Secret service men were in the next car. The third contained Major General Clarence R. Edwards, commanding the Northeastern Department; Rear Admiral Spencer S. Wood, commanding the First Naval District; Major General Henry P. McCain, commanding at Camp Devens and Brigadier General John W. Buckman, commanding the north Atlantic coast artillery district. Mrs. Coolidge, Mrs. Peters, Ambassador Francis and Rear Admiral Grayson were in the next car and in others were Assistant Secretary of the Navy Roosevelt and Mrs. Roosevelt, Miss Becham, Mrs. Wilson's secretary, and Congressmen Helvering, Norton and White.

For the greater part of the crowd this was the only opportunity to see the President as Mechanics hall, where he was to deliver his only address of the day, seats but 7,000 people and all the tickets for the meeting were allotted several days ago. Buildings all along the route of the parade were ablaze with flags and bunting.

The great steamer George Washington, on which the President and his party sailed, was towed from Boston Harbor directly to Thatcher Island, off Cape Ann. It was the destroyer Harding, running ahead as a guard ship, which discovered the danger and gave a warning signal. Engines were reversed and the ship was stopped a thousand yards from shore, in deep water.

A short distance off Boston harbor the George Washington was met by an escort of eight submarine chasers sent from the navy yard here. The ship proceeded to quarantine and the Presidential party remained on board over night. It had previously been

arranged that they should be brought up to Commonwealth pier this afternoon on the coast guard cutter Ossipee and that the George Washington should then leave for New York to land two thousand troops who returned with the President.

James E. Wilson, son of Secretary of Labor William B. Wilson, and a private in the Medical Corps, was the only man among the returning troops who was permitted to leave the ship, and others remaining aboard for the trip to New York. Private Wilson had been ordered to proceed at once to Washington because of the serious illness of his mother.

The storm which had hung over the coast for two days passed off to sea last night, and the day opened clear. The meeting at Mechanics hall was set for 2:30 o'clock in the afternoon. All the baggage of the Presidential party of 45 persons was brought ashore and put on a special train which was made ready to start for Washington with the President and his associates.

Joseph P. Tumulty, secretary to the President, spent the night aboard the George Washington with President Wilson and came ashore today with the Presidential party. He was believed to have the engrossed copy of the six billion dollar revenue bill which was signed by President Wilson.

The Ossipee, a former coast guard cutter now in naval service, was the leader of the welcoming flotilla. She displayed the flag of Rear Admiral Spencer S. Wood, head of this naval district, and the distribution of the official greeting party including Mayor Peters and Major General Clarence M. Edwards. Six other steamers were crowded with Bostonians. Led by a submarine chaser and with eight other submarines, the fleet proceeded down the harbor with bands playing patriotic airs and colors flying.

Every ship at the docks and at anchor displayed all the flags in its lockers, and every passenger on the welcoming ships waved the Stars and Stripes.

The troops who came from France with the Presidential party on the transport were not forgotten in the general celebration. Delegations from the Red Cross, Knights of Columbus and Jewish Welfare Board were on board some of the city boats prepared to assist in extending a hearty welcome to the soldiers.

After the President and Mrs. Wilson and the members of the Presidential party had been transferred to the Ossipee, the President's flag as commander-in-chief of the navy displaced that of Rear Admiral Wood on the main truck of the Ossipee, and the cutter started for Commonwealth pier.

Aboard the cutter Mayor Peters welcomed the nation's executive on his return to home shores and to Boston.

The trip up the harbor was marked by the continuous sounding of whistles by craft in the harbor, and as the Ossipee came abreast of the several forts the Presidential salute of 21 guns was fired. Convoys of seaplanes swept overhead, flying in circles to keep abreast of the Ossipee.

The weather was somewhat rough as the welcoming fleet made their way down the harbor and several of the excursion steamers seemed in imminent danger of capsizing as the crowds rushed to the sides for a view of the President.

When the Ossipee came alongside President Wilson turned and shook hands with Captain McCauley of the George Washington, who waved farewell to the troops and others remaining aboard. As he stepped aboard the Ossipee the George Washington fired the Presidential salute of 21 guns. Immediately the other boats took it up, and for several minutes there was a deafening roar. Besides Mayor Peters, Governor Coolidge and Ray T. Baker, director of the mint, were on the Ossipee and joined in the official salute to the President as the cutter pushed off from the side of the giant liner.

When the Ossipee neared the Commonwealth dock, many of the little fleet of boats which had escorted her to harbor as a guard vessel still on duty as they moved up the side of the pier. They had orders to stand by until the presidential party had disembarked.

A roar of cheers greeted the President as soon as the crowd on the pier could make out the great liner, which stood on board the naval cutter. He flourished his hat in acknowledgment, bowed and smiled. Especial precautions had been taken to safeguard the progress of the chief executive through the city, and details of secret service men and police detectives were numerous along the route of the parade. Fifty mounted policemen headed the procession while Troop A, of the State Guard, mounted, acted as the President's escort. The guard of honor formed a double row on each side of the street all the way from the pier to the Copley-Plaza hotel, where suites were reserved for the Presidential party, and beyond that point to Mechanics hall. Each man in the line stood within three feet of the one next him, and strict orders were given that no one was to be permitted to pass through. Included in the guard of honor were two battalions of the 32nd Infantry from Camp Devens, Coast Artillery companies from Portland, Me., and Newport, R. I., naval reservists from Rumkin Island, sailors from the shipping board training school, and units of the State Guard. A detail of 200 yeowomen had places as part of the guard of honor near the viaduct and stood at attention as the President passed.

Washington, Feb. 24.—Right of way for action on the resolution to end government control of telephones was given to the House today. The next, will be proposed this week by the House Rules Committee. Chairman Pomeroy announced this decision today after a meeting of the committee.

Special rules also were approved to permit consideration of two other measures. Secretary Lane's bill for reclaiming land for settlement by discharged soldiers and sailors, and the bill creating a civil service retirement fund.

Naval Experts Would Sink Captured German Warships

Such is Opinion of Those Representing This Country and Great Britain—French and Italians Think Differently—Supreme Council May Act.

Paris, Feb. 24.—(By the Associated Press)—While the Supreme War Council has not discussed the disposition of surrendered German warships, the naval experts of the council have studied the subject, British and American officers agreeing that the proper solution of the question will be to sink them in deep water. French and Italian officers do not take this view, and if the experts do not soon reach an agreement the matter may be taken up directly by the Supreme War Council.

The British navy has captured the greater number of German vessels taken during the war and the British delegates feel they have a greater interest in the determination of the question, and they have the weight of the opinion of American experts with them.

There are seventy-four German warships, aggregating half a million tons, or an estimated bidding cost of \$200,000,000, at Scapa Flow. These naval vessels cannot be profitably in commerce, are too heavily engined and have no cargo space, a fact which has been proved. It has also been demonstrated by American wreckers that naval vessels can not be broken up at a profit.

The Italian government claims to have broken up the famous old battleship Duilio at a profit, but no one else has been able to do so well. The turbines and side armor plates could not be utilized excepting at great expense and even the boilers and engines would be unsuitable for commercial use. It is pointed out that it would be possible to detach the navigating instruments and much brass work, which would be done in any case, but the recommendation of British and American experts is that the hulls should be sunk.

One naval expert of the peace commission said today there were important naval reasons for complete destruction of the German ships. It had

been suggested that they should be distributed among the Entente Powers in proportion to the maritime losses sustained by each. On that basis the American share would be absurdly small. Then, he said, the distribution might involve disagreements and leave bad feeling between the powers and also provoke an enlargement of rival building programs at great expense. At the same time, the German ships would not fit into any of the Entente navies.

When the question of the disposition of the surrendered German warships came up in December the American delegation to the Peace Conference was represented in Paris by an American naval officer, who, as in favor of sinking the vessels, and at a hearing before the house committee on naval affairs, early in January, Rear Admiral Rodman, who commanded the American fleet in the North Sea during the war, advocated this method of disposing of the capital ships. President Wilson's attitude on the question, however, was declared in Washington to be against the sinking of the German ships and Secretary Daniels expressed himself as personally opposed to such a course.

U. S. Spent Thirty Million Laying Sub Mine Barrage

Assistant Secretary Roosevelt Announces Many Unpublished Facts of American Naval Activities—Great Radio Station at Bordeaux Sold to France.

Boston, Feb. 24.—Practical demobilization of all the United States naval establishment in European waters; the sale of the great Lafayette wireless station at Bordeaux to the French government at a price of approximately \$4,000,000, and many hitherto unpublished facts of American naval activities in the war were announced here today by Assistant Secretary Roosevelt, who arrived with President Wilson on the George Washington.

For the last month Mr. Roosevelt has been in Europe demobilizing the naval forces, liquidating contracts and settling claims. Good progress was made in all the work, he said, and the British and French governments have met the United States half way in the settlement of claims and disposal of material.

On the trip over Mr. Roosevelt disclosed to the officers and men of the George Washington that the United States had spent more than \$30,000,000 laying the mine barrage against submarines in the North Sea, and that by the navy offensive which the United States brought into the war, the submarines were driven away from the coasts and out to sea, where their work would be more difficult, and that the entry of the navy into the war initiated an effective campaign against the U-boats, which theretofore had been conducting the offensive.

"Few realize," said Mr. Roosevelt, "that the American navy had 54 shore bases of various kinds in European waters and the Azores, including destroyer stations and nine laying bases, although the majority were naval aviation bases from which more than 200 American seaplanes operated. We had more than 70,000 men at these bases and on the ships operating them. We leased docks and buildings and in addition constructed hundreds of hangars, piers, hospitals, storehouses and other buildings."

Ambassador Francis Gives Warning Against Bolshevik

Boston, Feb. 24.—Ambassador Francis, home from Russia for the first time in two years, had several conferences with President Wilson while en route to the George Washington, and made several recommendations for action on the part of the Allied and American governments for meeting the Bolshevik menace and restoring Russia to the family of nations. Mr. Francis probably will disclose them later when he appears before one of the congressional committees. He probably will remain in Washington some time, advising the State Department and Congress on the situation as he saw it on leaving.

"A reign of terror instituted by the Bolsheviks, with the purpose of maintaining themselves in power, is prevailing in Central and Northern Russia," said the ambassador. "The outrages they have committed are incredible. I think it impossible to restore peace in Europe with chaos prevailing in Russia. In fact, with Germany practically unincorporated, I am persuaded that if a peace is negotiated with Bolshevik rule continuing

SALOON KEEPER FINED.

Charles Dumschat, a saloon keeper of 381 Bunnell street, was fined \$50 and costs by Judge Frank L. Wilder in city court this morning for selling liquor on Sunday. Dumschat was arrested yesterday afternoon in his place of business as was William Parker of Bunnell street. The case against Parker was nolle.

C. OF C. MEETING.

Directors of the Chamber of Commerce will hold a meeting at the Brookline Country club this evening at 8:30. They will discuss the Perot of Bridgeport project.

That Number Seized in Philadelphia Supposedly Implicated in Plot.

BEING HELD WITHOUT BAIL

Two Philadelphians Arrested in New York Planned to Kill President.

Philadelphia, Feb. 24.—Ten men were arrested early here today charged with being implicated in the New York plot to assassinate President Wilson. The prisoners taken here were rounded up shortly after the raid by the police in New York.

The men arrested here are Eduardo Parades, Cuban, said to be the leader of Spanish I. W. W.; Pasquale Surreno, Jose Gomez, Jose Rigo, Juan Marquez, Ollivero Blanco, Leonard Garza, Juan Rodriguez, Jose Gonzalez and Jose Antonio Pina, all Spaniards.

Secret service men here attach more importance to the arrest in New York of two Philadelphians, Florian Medina Vella and Elario Orestesa, than to the roundup of the ten Spaniards in this city. In their rooms here were found about 200 pounds of anarchist and socialist literature. A number of letters were taken. Bundles of copies of a Spanish anarchist newspaper also were seized.

Today the men were taken from a police station to the federal building where they are being examined separately.

A local agent of the department of justice learned by chance about two weeks ago of a meeting of those arrested here and New York at which plans for the assassination of President Wilson were discussed. The agent learned that two men were to be sent from this city to New York for the assassination. All the government agencies in both cities immediately turned to the task of following the Spanish terrorists.

New York, Feb. 24.—Federal attorneys and secret service men today were examining the personal effects and papers of fourteen Spaniards, members of the Industrial Workers of the World, who were arrested here yesterday on suspicion that two of their number were concerned in a plot to attempt to take the life of President Wilson on his landing at Boston.

While the definite information was lacking, the authorities admitted that the raids on two Spanish I. W. W. headquarters here were prompted by a report that two Philadelphia Spaniards were on their way to Boston as agents in the alleged plot. These two men were among the fourteen arrested.

Pending this investigation the prisoners are being held without bail on a general charge of violation of the espionage act based on their having in their possession alleged seditious literature. The inquiry now in progress, officials stated, would determine whether some or all of the prisoners would be arraigned on a conspiracy charge or merely taken over to the immigration authorities on charges of being undesirable aliens.

The Spaniards were taken from their cells at police headquarters today and placed in the police "line-up," but none of them was recognized by the detectives as having been arrested here before. The police said no weapons were found on any of the men.

ARREST 22 SUFFRAGISTS

Tried to Start Demonstration Today in Boston.

Boston, Feb. 24.—Twenty-two women members of the national woman's party, carrying suffrage banners, were arrested in front of the state house today, when they refused to comply with orders of the police to move on. They were charged with failing to obey a city ordinance.

One of the women, Miss Betty Gram, of Portland, Oregon, protested and was lifted bodily into the patrol wagon. The others submitted without requiring the officers to use force. The women had taken their positions in front of the reviewing stand several hours before the Presidential parade was due to pass. Some carried banners with characteristic inscriptions and other displayed suffrage colors.

CLEMENCEAU IS SLOWLY GAINING

Paris, Feb. 24.—Premier Clemenceau's condition continues to be satisfactory. The Associated Press was informed this morning. The premier spent a good night, it was said.

No official bulletin, it was announced, would be issued this morning. The doctors attending the premier told newspaper men on leaving the house at 9:45 o'clock that his condition was very satisfactory. His pulse was normal and his temperature was 38.8 (centigrade), (about 101.8 Fahrenheit).

CONSIDER RUMANIAN CLAIMS

Paris, Sunday, Feb. 23.—Rumanian claims before the Peace Conference are being considered by a special commission headed by Andrew Tardieu. The commission held a meeting yesterday and heard Premier Bratianu and other Rumanians with regard to these claims.

SIGHT OF BOCK'S BIER WOULD BE JOY FOR WIFE

Herman Bock of Milford Tells Court He Is Nervous Wreck.

CLAIMS SPOUSE MAY HAVE KILLED HIM

Testifies Mrs. Bock Was Afraid or He Would Have Been Dead.

Testifying in his action for a divorce this morning before referee, Judge Robinson, in the superior court, Herman Antone Bock of Milford stated that he has become a nervous wreck as a result of the unhappy home life caused by his wife Henrietta Theresa Bock.

Mr. Bock testified that on March 2, 1911, his wife threw a stove poker at him. On another occasion she brandished a broad knife and exclaimed, "I would kill you only for the consequences of the law." "I would weep tears of joy at your death," she said. In June, 1911, Mrs. Bock threatened to place dynamite under her home for the purpose of blowing her husband up.

Mr. Bock stated that on his return from Europe in July, 1912, he proceeded to the Bock home where his wife demanded that he discharge one of the farm hands. Bock refused, whereupon the wife grabbed Bock, called their son, Walter, to bring a gun and shoot the husband if he moved.

On another occasion she told the son in the presence of the father, "We will get his money if we have to croak him." Mr. Bock stated that their son, Walter, is now 16 years of age but has never been to school in his life except for three days at a kindergarten. The wife refuses to allow the boy to attend school or mingle with other children.

One morning in September, 1918, when the mother was beating the son with her fists, Bock tried to intercede for the boy and was told by his wife, "I must get your badness out of Walter." Bock stated that on the morning in March, 1912, Mrs. Bock threw a coffee cup at her husband, breaking it on his pate. The broken pieces of the cup were produced in court.

Mr. Bock is a Bavarian by birth and stated that on many occasions during the war his wife threatened to inform the Department of Justice of false charges of disloyalty.

She has informed him, "I never married you for love but to get away from my mother."

HAS OUR KING ABDICATED?

Rumor Has It Successor To Throne Is Selected.

Sometime ago it was whispered in official circles that John T. King, acknowledged chieftain of the G. O. P. organization in Bridgeport, was about to drop from the local political limelight and that when he did he would name the man who was to succeed him in directing the destinies of the Republican party in this vicinity.

Now comes news from an authoritative source, that Mr. King has actually taken up quarters in another city, and that before many moons have passed it will be publicly announced he has accepted a responsible position with one of the largest banking organizations in the world.

Now comes the question—"Has Mr. King, in partially dropping the reins in Bridgeport, named the man who will step into his shoes, when he finally becomes only a memory in the Park City political sphere?"

According to one of the most conservative of those in the inside, the answer is "Yes," and the man who has probably been already named by Mr. King is Tax Commissioner Arthur P. Connor.

There has been no cause for G. O. P. leaders to about "The King is dead, long live the king," because John T. King, from dead and the aforementioned is only preliminary steps to relinquishing his control in Bridgeport.

HIG BERTHA FOR PARIS.

Paris, Feb. 24.—One of the German long-range guns which shelled Paris at intervals during the last few months of the war now is on its way to this city and will be placed on exhibition in the Place de la Concorde, according to La Victoire, Marshal Foch's newspaper. The Germans of one of these guns, which was found by the French officers near Mayence and it is this weapon which is being sent to Paris.

EIGHT SERVICE MEN REGISTER

Eight men registered with the "Welcome Home" committee in the Common Council chamber at City hall today, bringing the total of soldiers, sailors and marines who have enrolled since their return to Bridgeport, well over 1,600.

Those who registered were as follows: George B. Garlick, first lieutenant, M. C. 56th artillery, 474 State street; James P. Smith, Battery A 50th artillery, 85 Granddall street; Arnold M. Hall, corporal, Ordnance corps, 385 Park avenue; Walter C. T. Allen, chief yeoman, U.S.N.R., 160 Marion street; Jasper M. Knox, hospital apprentice, Newport, R. I., 59 Redwood street; Chester MacDonald, 1st Quaker regiment, 307 Fairfield avenue; Charles M. Woodbury, U. S. Naval Air station, Key West, 118 Pequotneck street; Victor B. Letickowski, 51st artillery, Thushua, Long Hill.

Philadelphia, Feb. 24.—Julian Story, the artist, died in a hospital here today. He had been ill many months.